
2006 Crash Highlights

HIGHLIGHTS AND TRENDS

- 14,549 crashes were reported; 77 fatal, 3,048 injury, and 11,424 property damage. (Figure 1.1 and Table 1.1)
- 87 people were killed and 4,144 injured. (Figure 1.1 and Table 1.3)
- Police reported crashes increased by 5% from 2006. (Table 1.1)
- The fatality rate per vehicle miles traveled was 1.0, up 11% from the 2005 rate. The injury rate was 39.6 in 2006, a 2% decrease from the 2005 level. (Table 1.2)

Environmental Characteristics

- Crash rates per 1,000 population were highest in Chittenden, Lamoille and Rutland counties. (Table 2.1)
- 82% of fatal crashes occurred in rural areas whereas more property damage crashes happened in urban (59.4%) rather than rural (38.9%) areas. (Table 2.3)
- 31.4% of the crashes in urban areas occurred at intersections; rural crashes often occur on open road (34.5%). (Table 2.4)
- Crashes were 8 times more likely to occur on state and town roads than on interstate highways. Fatal crashes were somewhat more likely to occur on state and town highways than interstates in 2006. (Table 2.5)
- About 77% of all fatal crashes occurred in the 35-50 m.p.h. posted speed ranges. (Table 2.6)
- The holiday period average crash rate per 24-hour period (30.04) was 21% lower than the 2006 average daily rate (39.75) but nearly the same as the 2005 holiday crash rate (30.30). (Table 2.10)
- March, May and June had higher proportions of fatal crashes than other months in 2006. Whereas, for property damage crashes a higher number occurred in December and January. (Table 2.11)
- Fatal crashes most often occurred on Saturdays, Sundays and Tuesdays. (Table 2.12)
- 68% of fatal crashes occurred between 10 am-10 pm. Over half of all injury and property crashes also occurred between 10 am and 6 pm. (Table 2.14)
- The majority of crashes occurred under either clear (49.6%) or cloudy (25.47%) weather conditions with no precipitation. (Table 2.15)
- Most fatal crashes and about half of all injury and property crashes occurred on main roads. The next most likely place for a crash was at an intersection. (Table 2.20)

VEHICLE CHARACTERISTICS

- Passenger vehicles were involved in 90.9% of all crashes reported to police. (Table 3.1)
- 68% of all crashes involved 2 or more vehicles. 54% of fatal crashes involved a single vehicle. (Table 3.3)
- Operator actions, rather than vehicle or roadway conditions caused almost 8 out of 10 crashes. (Table 3.4)
- Failure to yield, inattention and driving too fast for conditions were the primary operator contributing circumstances for passenger cars, sport utility vehicles and light trucks or vans. (Table 3.10)
- Operator contributing circumstances for motorcycle crashes were most often failure to keep in proper lane/off road, driving too fast for conditions, inattention, operating vehicles recklessly and excessive speed. (Table 3.10)
- When vehicles collided with something other than another vehicle, it was typically a tree, pole, guard rail, rock or other fixed object. Overturning was also common in crashes that did not involve hitting another vehicle. (Table 3.8)
- 64.4% of crashes involving 3 or more vehicles were rear-end collisions. The most frequently cited manner of crash for two vehicle crashes was also rear-end collisions at 34.0% followed by angle collisions, turning at 36.4 %. (Table 3.14)
- Driving too fast for conditions was the most common operator contributing circumstance for interstate and city/village roadways. However, inattention was the most frequent cause of crashes on state and town roads. (Table 3.9)
- Rear-end and angle collision, turning were the most common manner of crashes for all types of vehicle categories. (Table 3.11)

PERSON CHARACTERISTICS

- The median age of crash involved drivers (35.3 years) was significantly younger than the median age of all licensed drivers (44.0 years). (Table 4.1)
- About equal proportions of licensed drivers were male (49.9%) and female (50.1%), however crash involved drivers were more likely to be male (55.7%). (Table 4.1)
- Drivers under age 35 were disproportionately involved in crashes, with the highest crash rates found among 16-24 year olds. (Table 4.2)
- 31.6 years was the median age of sport utility/pick-up truck operators involved in crashes. (Table 4.7)
- Severe or fatal injuries (574) increased from 2005 (550). (Table 4.12)
- 83% of crash operators reported being restrained; passenger restraint use was 81%. (Table 4.13)
- The highest rates of restraint use were for passengers ages infant-14. Persons ages 21-24 were least likely to use a restraint. (Table 4.14)

- For the five-year period 2001-2005, 94.3% of children in crashes were using a restraining belt or seat. (Table 4.22)
- About 39% of those killed in motor vehicle crashes were under the age of 40; 71% of the fatalities were male and 29% were female in 2006. (Table 4.24)
- The highest rate of DUI crashes involved persons between 21 and 24 years of age, while the highest crash rate for all operators was found among persons between the ages of 18-20. (Table 4.30)
- About 35% of DUI crashes involved an injury or fatality. (Table 4.38)
- 21.3% of DUI charges resulted from an alcohol related crash, almost the same as the 2005 level. (Table 4.29)
- Almost 80% of all DUI cited crashes occurred between 6 pm and 6 am. (Table 4.33)
- 20% of all DUI cited crashes in 2006 occurred on a Sunday; 55% of DUI crashes occurred on the weekend while 45% happened during the week. (Table 4.34)
- Lamoille County experienced the highest rate of alcohol involved crashes, followed by Windham. The lowest rates were found in Windsor and Essex counties. (Table 4.36)
- No pedestrians or bicyclists were killed in 2006 . (Table 4.41)

Citations

- 126,678 citations were written in 2006. . (Table 5.1)
- The most frequent violations cited in crashes were speeding, operating without insurance, DLS, driving road laned for traffic, and following too closely. (Table 5.3)
- Speeding continued to be the most frequent traffic citation and accounted for 56.3% of all tickets issued. (Table 5.8)
- Citations issued in Chittenden County comprised of about 18% of the statewide total. However, citations issued per vehicle miles traveled were highest in Essex (30.7) and Rutland (2 counties compared to Chittenden (15.) and the statewide average (16.5). (Table 5.9)
- re than 7 out of 10 speeding citations were issued on non-interstate roads. Almost half (47.8%) of the speeding citations were issued on roadways with posted speed limits of 45 mph or less. (Tables 5.10 and 5.11)
- The highest speeding citation rate was for 18 to 20 year olds at 288.6 per 1,000 licensed drivers compared to the average rate of 128.7. (Table 5.12)
- Males are cited for 2 of 3 traffic citations, except for equipment citations which are often issued to commercial carriers. (Table 5.20)